



PORT OF PORTLAND

**DAILY DIARY**PAGE 1 OF 2PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Saturday, February 3, 2001 REPORT NO. 013WEATHER Overcast, PM - RainTEMPERATURE 45 - 55**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Foreman, Operator, Pile Buck  
Port Navigation - Captain, Crane Operator, 2 Deck  
Engineers

**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**

Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge  
Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat  
Port Navigation - 67 Ton Water Crane, Rental Spud Barge,  
Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge  
(Dump Scow), Toyo Pump

**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

10:30 am Per telecon with Alan (Port Crane Operator), he anticipated that he would complete the pumping of material from Hickeys' dump scow by 12:30 pm. I notified Doug Larsen (Hickey).

11:50 am Per telecon with Greg Speyer (Hickey), he scheduled a tugboat for 12:30 pm to pick up the dump scow from the Port. He informed me that he would try to visit the pumping facility tomorrow at 7:30 or 8:00 am.

At the Port pumping facility, there was no visible turbidity in the boat ramp area. The draft at the pump house end of the barge was 5 feet, and 6 feet at the other end. I notified Mark (Port Deck Engineer) that the tugboat should arrive around 12:30 pm. I informed him that Greg Speyer might visit the site tomorrow at 7:30 or 8:00 am.

I inspected the berms and silt fences at the rehandling facility and Port pumping operation areas and found them to be in good condition. The only exception was a 40 foot long section of the berm, approximately 125 feet west of the northeast corner of the Dewatering Basin. The toe of the berm was eroded leaving a 12 inch vertical face. I observed that water from the pump was moving swiftly along the toe of the slope. The material deposited at the toe of the berm was approximately 2.5 feet deep. There did not appear to be any threat to the stability of the berm.

1:30 pm Hickey was preparing for dredging at Berth 604.

1:50 pm Hickey straddled the 4 inch screen in-between Barge Bin No.3 and 4.

2:10 pm Hickey began dredging at the 1370 foot mark of Berth 604.

2:30 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

2:50 pm Hickey advanced the barge downstream along Berth 604.

3:00 pm Hickey was dredging at the 1400 foot mark of Berth 604.

3:30 pm Hickey was dredging at the 1415 foot mark of Berth 604. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The barge draft opposite the pump house was 7 feet.

5:15 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Barge Bin No. 3 and 4 were filled with material and overflowed into Barge Bin No.2 and 5. The barge draft opposite the pump house was 10.5 feet.

5:45 pm The barge draft at the pump house end of the barge was 11 feet. I observed that there appeared to be no visible

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turbidity 100 feet downstream from the dredge bucket.

7:30 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The barge draft opposite the pump house was at 14 feet. The water level in Bin No.1 was at less than 12 inches below the top of the barge. Hickey moved the 4 inch screen to straddle Barge Bin No.5 and 6.

8:00 pm Hickey dredged at the 1600 foot mark of Berth 604.

9:15 pm Hickey dredged at the 1750 foot mark of Berth 604. Dredging was progressing more quickly due to the narrow dredge area, per the project plans.

I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The turbidity plume was visible to 40 feet downstream. The water level in Barge Bin No.5 and 6 was almost to the top of the bin.

9:50 pm Hickey advanced the barge downstream to dredge at the 1800 foot mark of Berth 604.

10:35 pm Hickey's crew left the site in an outboard motorboat. The draft at the pump house end of the barge was 12 feet, and 14 feet at the other end. Barge Bin No. 5 and 6 were filled with material and water.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG:

SITE PHOTOS/VIDEOS TAKEN: \_\_\_\_\_

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

INSPECTOR

Frank Schmidt

HRS

DATE



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(signature on hardcopy)– \_\_\_\_\_